

To-day's
Advertisements.

THEATRE ROYAL.
TO-NIGHT: TO-NIGHT:
MESSRS. DALLAS AND MUSGRAVES
DRAMATIC COMPANY.

Positively the last 4 nights of the Season.

TO-NIGHT: and TO-MORROW NIGHT:
MRS. HENRY WOOD'S IMMORTAL DRAMA
"EAST LYNNE."

LADY ISABEL: MISS MADGE GREY.
MADAM VINE.

FRIDAY and SATURDAY NIGHTS:
BY UNIVERSAL REQUEST.
Grand Revival of
WILSON BARRETT'S GREAT MASTERPIECE
"THE SIGN OF THE CROSS."

PRICES: - \$3, \$2 and \$1.
Soldiers and Sailors (in uniform) half-price to
back seats only.

Box Plan at ROBINSON PIANO Co.
NOTICE.—A special train will run a quarter of
an hour after fall of curtain every evening.

W. H. BROWN,
Business Manager.

Hongkong, 19th April, 1899. [424a]

IN BANKRUPTCY.
PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Receiver
and Trustee to Sell by
PUBLIC AUCTION

on
MONDAY,
the 24th April, 1899, at 2.30 P.M.,
at the residence of M. A. A. SOLEZ, Esq.,
No. 2, CASTLE TERRACE.

SUNDRY VALUABLE HOUSEHOLD
FURNITURE.

Comprising:

DRAWING ROOM SUITE, OVERMAN-
TELS, WARDROBES, and SIDEBOARDS
with BEVELLED GLASS, DINING TABLE,
FENDERS and SETS FIRE IRONS.

DRESSING TABLE, DINNER SERVICES,
VASES, ORNAMENTS, LACE CURTAINS,
RODS and RINGS; CRUCKERY,
&c., &c., &c.

On View from Saturday, A.M. when Catalogues
can be had on application.

TERMS: As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 19th April, 1899. [470a]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND of Twenty per
cent, upon contributions for the year
1898 has been declared.

Warrants will be issued on the 1st May.
By Order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 19th April, 1899. [538a]

THE CHINA STEAMSHIP COMPANY,
LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship.

"ESMERALDA."

Captain Colman, will be despatched for the
above port on FRIDAY, the 21st instant, at 4
P.M.

This steamer has Superior Accommodation for
Passengers and is fitted throughout with the
Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th April, 1899. [530a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TAIKOW.

THE Company's Steamship.

"SHANSI."

Captain Carnahan, will be despatched as above
on FRIDAY, the 21st instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th April, 1899. [537a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"MYRMIDON."

Captain Rorison, will be despatched as above
on FRIDAY, the 21st instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th April, 1899. [496a]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

FOR SAN FRANCISCO AND SAN
DIEGO.

2nd INLAND SEA OF JAPAN AND HONOLULU.
THE Steamship.

"CARMARTHENSHIRE."

sailing on FRIDAY, the 21st instant, has Ac-
commodation for a limited number of Saloon
Passengers at Special Rates of Passage.

For further particulars apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th April, 1899. [485a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SVATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"HAICHING."

Captain Hodgins, will be despatched for the
above Ports, on SATURDAY, the 22nd instant,
at 3 P.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 19th April, 1899. [536a]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship.

"LIGHTNING."

Captain K. H. Sundberg, will be despatched
for the above Ports, on SATURDAY, the 22nd
instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 19th April, 1899. [533a]

To-day's
Advertisements.

NOTICE.

WE are requested to state that MRS.
BOLSTER'S "AT HOME" at the
R.N. HOSPITAL, on SATURDAY, the 22nd
instant, is unavoidably postponed until MON-
DAY, (the 24th instant).
Hongkong, 19th April, 1899. [534a]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

REGULAR WEEKLY SERVICE TO
SWATOW, AMOY AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU."

Captain S. Namekata will be despatched for the
above ports on SUNDAY, the 23rd instant,
at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 19th April, 1899. [411a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHINKIANG."

Captain Yungshan, will be despatched as above
on TUESDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th April, 1899. [539a]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above
on TUESDAY, the 23rd instant, at 3 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly-qualified Surgeon
are carried.

Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th April, 1899. [535a]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF."

FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon, Wharf and Godown Company, at
Kowloon, whence and from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
the contrary be shown before 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 26th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 26th
instant or they will not be recognized.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th April, 1899. [506a]

Intimation.

**A. S. WATSON & Co.,
LIMITED.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality.

Red Capsule \$14.40

C.—FINE OLD VINTAGE, su-
perior quality. Black
Capsule 16.20.

D.—VERY FINE OLD VINTAGE
extra superior. Violet
Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.

These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

**A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.**

MARRIAGES.

On the 12th of April, at H.B.M. Consulate-
General, Shanghai, and afterwards at the
Cathedral, by the Rev. H. C. Hodges, M.A.,
WALTER JAMES CLENNEL, H.B.M. Consular
Service, China, to EDITH SARAH, eldest
daughter of John Sharpley, Soochow, China,
formerly of Birkenhead, England.

On the 12th of April, at the Cathedral,
Shanghai, by the Rev. H. C. Hodges, M.A.,
CATHERINE JANE, elder daughter of D. S.
Black, to GEORGE, second son of the late S.
Baker, of Aberdeen, Scotland.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 19, 1899.

REUTER'S TELEGRAMS.

THE TROUBLE IN SAMOA.

LONDON, April 17th.
The British Government has ordered, that
the German Manager of the plantation, on
which a British-American force recently suf-
fered by an ambush of Matafaans, shall be
handed over to the cruiser *Falke* subsequent
to his trial by the German Consular Court.

WEATHER REPORT.

The Observatory report says:—On the 19th
at 11.45 a.m.: The barometer has risen on the
E. coast of China, and is little changed on the
S. coast. Pressure is highest over N.E. China,
with slight to moderate gradients and moderate
monsoon on the coast. FORECAST:—Moderate
or fresh E. winds; cloudy, some drizzling
rain or mist.

LOCAL AND GENERAL.

H.M.S. *Woodcock* left Hankow for Ichang on
the 10th inst.

It is stated that the Russian Government has
issued orders that no Jews shall take up their
residence either at Port Arthur or Tientsin.

The Directors of Hall & Holtz Co., Ltd., have
decided to recommend the paying a dividend
of 22 per cent, making a total of 20 per cent
for the year.

We are requested to state that Mrs. Bolster's
"At Home" at the R. N. Hospital on Saturday
the 22nd inst. is unavoidably postponed until
Monday (the 24th inst.).

The Grand Central Railway, which runs
through the Midland Counties and has its
London terminus at St. Mary-le-bone, was
opened for general traffic on the 15th ultimo.

H.M.S. *Thetis*, which has been in Nagasaki
since the 13th ult., sailed and left on April 7th
for Weihaiwei. The vessel will call at Port
Hamilton, where she will undergo her annual
price-fixing course.

The number of cases of communicable disease
notified as occurring in the colony last week
were:—Typhoid fever, 1 case; (at the Peak);
puerperal fever, 1 case; smallpox, 4 cases.

At a place called Kaoting in Tientsin, four
rascals recently posted up placards inciting the
people to attack the Catholic Chapel there.
The priest laid the matter before the magis-
trate who promptly gave orders for the arrest
of the evil doers.

BARON VON HEIKEN is to be succeeded as
German Minister at Peking by Freiherr von
Ketteler, who was many years Secretary of Legation
at Peking, under Mr. von Brandt, and left China
some ten years ago. He has since been
Secretary of Legation at Washington and
Minister to Mexico.

The *Universal Gazette* learns that when the
Belgian Minister was recently received in
audience by the Empress-Dowager, the
Emperor was not present. It is also alleged
that the Belgian Minister in his communication
to the Tzuang Yuen intimated his desire to
interview the Empress-Dowager.

A LAUGHABLE scene occurred recently outside
Jones' Hotel, at Madeira, when the native boy
in charge of the firewood, but by no means
speedy-mustang, that Tom Loates had mounted,
gave the latter instructions how to sit safely on
the saddle, and gravely proceeded to show him
the correct way to gather the reins together.

ADMIRAL VON DIEDRICHS, lately chief of the
German Asiatic Squadron, has handed over the
command to H.R.H. Prince Henry of Prussia;
who will hoist his pennant on the *Deutschland*.
The Rear Admiral will leave for Germany by
the N.D.L. s.s. *Prinz Heinrich*, which sails
from Shanghai next Saturday the 22nd inst.—
S. D. Press.

A REPRESENTATIVE of the *Matin* interviewed
Major Esterhazy who is at present staying
near London. The Major seems to be in very
reduced circumstances, but thinks Englishmen
are charming people, and that British soldiers are
splendid fellows. He expressed a desire to
join General Aguinaldo and serve in the
Philippine Army.

SIR CLAUDE MACDONALD is detained at Han-
kow by illness. He and the British Consul,
Mr. Warren, are suffering severely from varnish
poisoning, complicated in the case of the Min-
ister with weakness of the heart; but Sir Claude
and Lady Macdonald are still hoping to get
away in time to catch the *Prinz Heinrich*, but
the proposed meeting of the Minister and
Consul-General Brennan at Nanking has had to
be abandoned.—N. C. D. News.

A REPORT has reached the *Japan Times* of
a disastrous collision between the steamer
Hokushin Maru and *Kitami Maru* off Ofu-
Cape, in the province of Teshio, Hokkaido,
early on the morning of the 30th ultimo. The
Hokushin, went down immediately with all
hands, about 36, while the other vessel made
for the shore as fast as she could. Some con-
victs and their guards who were on board the
ill-fated steamer are supposed to have been all
drowned.

A REPORT is current in Vladivostok that the
Czar will visit Vladivostok when the Siberian
Railway is completed. It is believed that
trains will run right through next spring.

A PEKING telegram to a Japanese journal
states that China hesitates to open to foreign
trade San-moon Bay, the lease of which was
recently demanded by Italy, for fear of the
protests of the European Powers.

A VERY pleasant function took place at the
Astor House, Shanghai, when Mr. Marks, re-
presenting an English Firm, presented a silver
cup to the member of the Fire Brigade who
had attended most fires during the past year.
The recipient was Mr. Everall, and some very
high encomiums were passed on the services
of the Brigade as a whole, as well as upon in-
dividual efforts.

THE total value of coins struck at the Govern-
ment Mint at Osaka last month was to yen
gold, 1,200,000 yen; 50-sen silver, 1,370,000
yen; 1-sen copper, 31,800 yen; total 3,271,800
yen. This makes a total of 39,955,680 yen
since April, 1898. The mint is said to have
received an application from the Chartered
Bank of India, Australia, and China, for turn-
ing into coins gold bullion valued at 190,000
yen.

A PEKING dispatch to the *Universal Gazette*
says that Baron von Heyling, the German
Minister, left Peking on the 5th for Kiaochow
for the purpose of appointing a German official
as Administrator in Shantung in charge of
protective affairs. The Chinese Government
is endeavouring to keep the matter secret, but
it appears that no strong objection will be
raised. Members of the Chinese Ministry are
really in possession of no reliable information
referring to this German action.

It is reported that the Viceroy Liu Kun-yih,
excited over the doings of the Germans in
Shantung, has sent a long telegram to the
Viceroy Chang Chih-tung on the subject, in
the course of which he deals with the injustice
and unreasonableness of Germany's aggression.
In conclusion he is said to have reminded his
colleague of the many high marks of favour
they have both received from the Emperor and
to call upon Chang to make ready to vigorously
oppose the Germans if they appear with hostile
intent anywhere in the Yangtze—a very safe
and diplomatic proposition. Liu is very
brave no doubt, but he is not by any means
rash.—*China Gazette*.

As an example of the wonderful pertinacity
of the Chinese-Chinamen who were reported in
our yesterday's issue as having made a deter-
mined attempt at suicide and being taken to
the hospital in an ambulance, is a remarkably
fine specimen, on arrival at the Civil Hospital
he was admitted into the Lunatic Asylum
and while there managed to get hold
of a piece of rope with which he succeeded in
effecting his purpose. He was not able to
attach the rope high enough up to hang without
his feet touching the ground but this minor
point did not deter him, as he held his legs up
and did not touch the ground with his feet.

**HONGKONG CRICKET CLUB AND
TENNIS TOURNAMENT.**

The following are the results of the first
round of the Tournament:

CHAMPIONSHIP.

H. Humphreys walk over.
H. Brayne walk over.

A CLASS SINGLE HANDICAP.

H. Pinckney walk over.
H. Newton owe 3 to 15 beat G. A. Woodcock
Scratch 6 to 0.

J. A. Jupp owe 15 to 1 beat T. S. Smith, owe
15 to 12 to 6 to 2.

H. Brayne owe 15 to 2 beat R. E. Humphreys
owe 3 to 15 to 7 to 3 to 4.

E. J. Grist owe 3 to 6 to 15 beat C. B. Simonds,
owe 5 to 15 to 1 to 6 to 7 to 3 to 6 to 0.

E. Deacon Rec. 2 to 6 to 15 beat H. Morrell
Scratch 3 to 6 to 0.

Vicarious Sindale owe 3 to 6 to 15 beat H. Han-
cock owe 15 to 6 to 0.

H. Mayson owe 4 to 6 to 15 beat P. A. Cox owe
15 to 6 to 0.

H. S. Langhorne owe 15 to 3 beat A. N. Bewley
Scratch 6 to 0.

A CLASS SINGLE HANDICAP.

O. D. Thompson owe 15 to 2 beat E. Judah
Scratch 3 to 6 to 0 to 10 to 8.

W. King, Scratch beat C. D. Sanders owe 30
to 6 to 0.

P. Woodhouse owe 30 to 6 to 1 beat F. D. Bain Rec.
1 to 1 to 6 to 0 to 2 to 0.

A. J. Jupp, Scratch, beat G. J. E. Sexton,
Scratch 6 to 0 to 6 to 0.

R. E. Bellows owe 15 to 2 beat H. E. Pollock,
Scratch.

R. M. Ereckel walk over.

R. A. Castle owe 30 to 6 to 1 beat C. H. Gale owe 30
to 6 to 0 to 6 to 0.

A. Hollingsworth, owe 30 to 6 to 1 beat W. Warren
owe 15 to 6 to 0 to 6 to 0.

J. E. Noble, walk over.

H. M. Elliott, Scratch beat H. S. Smith owe 4 to
6 to 0 to 6 to 0.

DOUBLE HANDICAP.

Gedgie and Thompson walk over.

Humphreys and Jupp owe 15 to 1 beat Collins
and Mancill, Rec. 2 to 6 to 0 to 6 to 0.

Newton and Deacon owe 4 to 6 to 15 beat Wil-
liams and Stubbing, owe 15 to 6 to 0 to 6 to 0.

Smith and Atkinson owe 30 to 6 to 1 beat Hastings
and Strong owe 2 to 6 to 15 to 4 to 0 to 4.

Mayson and Grist Rec. 2 to 6 to 15 beat Lammet
and Bain Rec. 3 to 6 to 15 to 1 to 6 to 0 to 6 to 0.

year, left Yokohama for America by the N.Y. K. M. *Idiphi*, *Mary* on the 22nd ult. It will be remembered that there was some excitement caused by his escape from the deadly clutches of the Chinese authorities, and his proceeding to Hongkong under the protection of a British warship. Since he came to Japan there have been rumors of his being on his track, but nothing definite ever transpired. Count Okuma, who was at the head of affairs when he arrived, treated Kang with every courtesy and consideration; but since the fall of the Okuma cabinet the present Government appeared to experience some anxiety lest the cordial reception given to Kang should wound the susceptible feelings of the Chinese Government. They deprived him of his support by the Okuma cabinet and endeavored by other means to get rid of him. Kang finally decided to proceed to America and communicated his resolve to Count Okuma, who expressed his approval of the decision. A sum of 700,000 yen, which it is reported was paid by Count Okuma, was granted the refugee for travelling expenses; some assets, however, that this sum was provided by the Foreign Office as a sort of parting gift.

It seems inexplicable that the Japanese Government should send Kang away from Japan, as it is to be presumed they have done, for the purpose of buying the goodwill of China. Kang, as a political offender, should be able to stay in any country without involving that country in difficulties with China, and it would appear that the Japanese Government is repeating the policy which proved a blunder years ago in the case of the Korean refugee, Kim-ok-ku, who was sent to Honan islands and Hokkaido in order to avoid the displeasure of China, and who was afterwards assassinated in Shanghai.

I have often read instances of coolness under fire, but the following, which I can personally vouch for, is an instance of coolness on the top of fire. A godown was burning here on the 7th inst., at No. 31, and the fire brigade was making strenuous efforts to extinguish the flames. The roof was blazing away furiously at one end, and at the other end little tongues of flame were visible. One of the Japanese firemen, however, was on the roof and seemed to be enjoying himself immensely. He was breaking up the roof, knocking the tiles down into the burning godown and—smoking a cigarette!

THE BRITISH NAVY.

A GERMAN ESTIMATE.

(*London and Navy Gazette.*)

We have been very glad to read in the *Alldende Blätter*, which is an organ of the wide-spread *Alldende Verband*, a German Imperial League, a series of articles by Commander H. Weyer upon the "Sea Power of Great Britain." The object is to give Germans a right understanding of our naval position. In Germany, says the author, the British Empire is often likened to a colossus with feet of clay, and its fleet represented as in part antiquated, with ships badly armed, and men undisciplined and insufficient in number. We cannot think that such absolute ignorance prevails in the Fatherland, though we can well believe that the feeblest idea exists in the country as to what British sea power really is. Commander Weyer shows extensive knowledge of his subject, and expounds the conditions of our maritime supremacy and our personal and material resources with an abundance of figures.

He concludes, however, with the forecast that we are destined to comparative decline. At the beginning of the year, he says, the three great continental Powers were building many more ships than we. To our twelve battleships, displacing 16,000 tons, he opposes thirteen French and eight Russian battleships with a displacement of 23,000 tons together and to these he adds nine German ships, displacing 33,000 tons. These are the figures for the year 1898, and he opposes ten French and ten Russian, together 15,000 tons, adding four German cruisers, displacing 32,000 tons. Thus he brings a new triple alliance against us, and says that we shall not much longer be able to boast of our superiority. He is a little affected by what the French call the *jeu anglais*, but hopes for a peaceful transformation, whereby our "unnatural and intolerable contention" that absolute sea supremacy is necessary for the existence and expansion of our empire may be abandoned. There is, however, in his mind the fear that the nations may come upon some incident, like that of Fashoda, to crush our rivals while we have the power. Commander Weyer scarcely realises how little it is to our real interest to go to war, though, of course, he is right that we cannot allow our supremacy to be assailed.

A NEW EXPLOSIVE.

EXPERIMENTS AT SINGAPORE.

Experiments were made yesterday afternoon at New Harbour with view to demonstrating the possibility of replacing dynamite for blasting purposes with a "Westphalite," which has hitherto been unknown in Singapore. Operations were conducted on the hill to the right of the entrance to the New Harbour Dock Company's premises, the first charge being fired on the excavations for the site of a small reservoir intended, at least in part, for the use of the houses at the foot of the hill. The trial was more or less of a semi-private nature, but amongst those present were Mr. S. Tomlinson, Municipal Engineer, Mr. W. Bibby, manager of the Kaub mines, Mr. G. A. Derrick, Mr. Sheldford, Mr. Holloway, Mr. Lermitt, and representatives from several engineering and other firms. A trial hole had been bored in the rock it is intended to remove to make room for the reservoir, and the result proved that Westphalite is not unlikely to prove a successful candidate for public favour as an explosive. "It is claimed for it that it will do practically as much work as dynamite at a less cost, and produces no noxious fumes, besides which it ranks high amongst the category of safety explosives." In Germany, where it has apparently been in use for many years, it is largely employed in coal mines by reason of the fact that it may be fired into coal dust or pit gas without fear of leading to explosions, even in fiery mines. Composed of nitrate of ammonium and gum lac the material has little or no tendency to explode by heating or direct application of flame, and cannot be exploded with a hammer, even when placed on steel. Further, there is nothing in the powder which would tend towards decomposition involving the slightest danger to the safety of the powder. After leaving the reservoir, where operations were interrupted by an untimely downpour of rain, the party made on ascent to the site of a new house on the hill-side, which overlooked by the Mount Faber flagstaff, commands a splendid view of New Harbour and its surroundings. Here charges of both dynamite and Westphalite were exploded, without afford-

ing grounds for any damaging comparisons on the score of efficiency, although the rock was of possibly too soft a character to exhibit either explosive at its best. Messrs. Paterson Simons and Co. are the local agents for the new explosive.—S. P. Press.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before the Hon. W. M. Goodman (Acting Chief Justice.)

April 19th.

THE ROBBERIES WITH ARMS.

Kwok Chu and Lo Sing came up for sentence.

His Lordship—You both pleaded guilty yesterday to robbery with violence under section 31 of Ordinance 7 of 1865. Have you anything to say why sentence should not be passed upon you?

Prisoners said they had nothing more to say. They committed the robbery on account of poverty.

His Lordship—Both of you armed with knives and accompanied by a third robber, who seems to have got away, set upon a peaceable cattle dealer who had upon him a purse with \$9 or \$10 in it which he had collected that morning from another cattle dealer that morning at Kowloon.

You set upon him as he was passing along the road, threatened his life, tied his legs together, and gagged him and stole his purse and money and a bundle of clothing he was carrying. Luckily he got free from the gag and his cries attracted the attention of In Po, a Chinese Police Sergeant, and another Chinese Constable, who immediately gave chase and caught you both with the stolen property in your possession. You must both of you be brought up for sentence.

Colonel with impunity. Owing to the prevalence of crimes of violence in this colony, Ordinance No. 12 of 1865 was passed which required that the punishment awarded by our laws was insufficient to deter from crimes of violence and that ordinance provided for the addition of whipping in cases of conviction under sect. 31 of Ordinance 7 of 1865 the section under which you were convicted. The sentence passed upon you is this, you both be imprisoned for five years with hard labour and that you receive 20 strokes on the bare back with the birch within a week of the date of your sentence. I may add that I think the Chinese Sergeant and Constable are to be commended for their promptitude and success in the pursuit of you.

Ng Fu also came up for sentence.

His Lordship—Have you anything to say why sentence should not be passed upon you? Prisoner—I have nothing more to say to what I said yesterday.

His Lordship—You have been convicted of having taken part in a cruel robbery with violence on a boatman named Lam Pui. She had recently sold a boat and obtained some \$90 for it. On the night of the 8th and early morning of the 9th March her boat was left on the beach at Kowloon, the robbers entered, and during the darkness stole her boat and other robbers there of you armed with knives, stole the boat and all the property on board, and threatened her life, struck the woman with the flat of a knife, and though the 290 was not on board, you stole the few dollars on board and a number of other articles, you have been convicted under the same Section, No. 31 of Ordinance 7 of 1865, as the two prisoners I have just sentenced, and I sentence you with hard labour and to receive 20 strokes upon the bare back with the birch, such whipping to be inflicted within one week from the date of this sentence. On the 2nd count, which only changes simple larceny of a jacket, the nominal sentence will be six months imprisonment with hard labour but as it will run concurrently with the other sentence it will not increase the duration of the main sentence.

THE SERIOUS CHARGE AGAINST AN ARTILLERYMAN.

William Crowley a gunner in the Royal Artillery, pleaded not guilty to the charge of assaulting Mr. David McKinnon on the evening of the 15th and occasioning him bodily harm.

The jury consisted of Messrs. Frank Smythe, A. Sanders, G. H. Dunn, Peter Hayes, Robert Peirce, P. Brevitt, and C. H. Rouse.

The Hon. H. E. Pollock, Acting Attorney General, detailed the circumstances of the case. He explained that defendant left the Praya East Hotel shortly before eight o'clock on the evening in question. He was then slightly under the influence of drink and carried a cane split at the end similar to the one produced. Soon afterwards five richly dressed men, Miss Ella King, Miss Maude Parker, Miss Letitia King, Mrs. King, and Mr. David McKinnon came along Praya East, and when near Benwick's Engineering works a man rushed from under a veranda. He grabbed at the first two richly dressed men, and he got hold of the third and put his arm round Miss Letitia King's neck. On Mr. McKinnon speaking to him, the man struck him in the face. Mr. McKinnon returned the blow. Defendant then struck him in the face with a stick, catching his eye, and then ran away. Mr. McKinnon at once felt the pain in his eye, and called out that his eye was put out. He was taken to the Government Civil Hospital, where his eye was removed on the 17th. Mr. McKinnon identified defendant as the man who assaulted him, picking him out of 12 men all of whom wore the same uniform.

The evidence given at the Magistrate's having been repeated, defendant was found guilty and sentenced to 18 months with hard labour.

NANCHANG.

March 29th.

A PLEASANT PLACE.

Nanchang, the capital of Kiangsi province, is located in one of the finest and wealthiest sections of the Central China. Her people as a class are well-to-do and well-disposed. There are but few beggars in this section, save the hordes from Nanking that make their annual pilgrimage to this city to be fed out of the Government crib through the winter months. This horde of beggars is now leaving, and great swarms may be seen wending their way back to Kiangling and north of the river.

Nanchang is one of the greatest lumber marts in China. This is a central distributing station for all points down the Poyang Lake, the Yangtze river and the Grand Canal. To-day I visited a raft just starting for Nanking, valued at one hundred thousand taels, which will have a selling value at Nanking of one hundred and fifty thousand taels. This extra fifty thousand taels is added on to cover the cost of lino and transportation. A good saw-mill could do a paying business here supplanting the primitive mode of sawing by hand.

HUNDREDS OF BOATS are loading and unloading daily at this city with paper. These boats are coming in hourly

with paper from the south-western part of the province, and reloading into boats bound for the Yangtze ports. An enterprising firm could develop this industry into a good paying business.

MINING PROSPECTS. The whole central part of this province is honey-combed with coal mines. With the introduction of foreign methods of mining this industry could be developed to great proportions. Iron ore is found in abundance in the southern part of the province. Your scribe was invited a few days ago to visit a gold mine, but, being as ignorant on the subject of gold mining as the Chinese, could shed but little light on this subject for the interested parties.

THE HARVEST. The outlook for a bountiful harvest of wheat and early rice is most flattering indeed. A good showing will be made by the wheat crop and a bumper crop of rice.

THE REMOVED RAILWAY. Much interest is manifested in this city over the rumor that a railway is soon to connect this city with the outer world. This interest is evidenced on the part of all classes from the highest official down to the ordinary coolie. An enterprise of this kind would meet with almost universal consent, and would prove a paying prospect for the syndicate so lucky as to get the right of way. A railway through here would be a death knell to Kiangling, as that place is kept up by the trade of this section.—A. C. News Co.

NOTANDA.

CALENDAR.

APRIL.

Metropolitan day based on ten years.

Observations in 1893.

Barometer at 6 a.m. 29.958

Thermometer at 6 a.m. 69.7

Humidity 86.0

Rainfall 7.58

TO DAY.

Barometer at 6 a.m. 29.958

Thermometer at 6 a.m. 69.7

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THEORY OF THE FLAMING SWORD.

"Ah, talk of blessings! What a blessing is digestion! To digest. Do you know what it means? It is to have the sun always shining and the shade always ready for you. It is to be met by smiles and greeted with kisses. It is to have sweet sounds to sleep with pleasant dreams, to be touched over by gentle, soft, cool hands. It is to be in Paradise."

There came a great indignation upon the earth and it was called a deluge. All the evil comes from this. Macbeth could not sleep; it was the dagger, the murder. His wife talked and talked; it was the dagger again. Milton had a bad digestion, and Carlyle must have had the worst digestion in the world. Ah! to digest is to be happy!

There—how does that strike you for a burst of eloquence? I quote from Trollope. If there is any wrong about the theory you must hold him responsible. As for his physiology and pathology (which all these "ologs") I can answer for the correctness of these two. And I can tell millions of people besides me. They speak of the cause of indigestion continually in every language; they groan and writhen under it in every land and climate.

"For many years," says one of his immortal army of martyrs, "I was obliged to bear a test I could not stand. I ate of course, because one must eat or die! but after meals I had great pain in the chest and around the sides."

Sleep almost in some of my yellow and naturally I was tired and exhausted. Sometimes better and then worse, but never free from pain and illness. I lived with little or no hope of getting well. It is hardly necessary to say that I had medical treatment, yet on real benefit resulted from it. Happily at this time Mother Seigel's Syrup was brought to my notice, and so strongly commended that I had to take other medicines, which were doing me no good, and began using this one only.

In a short time I realised a great improvement: food agreed with me and I gained strength. A little later—continuing to take the Syrup regularly as directed—the pain at the stomach and chest and elsewhere ceased, and I have not felt them since. My indigestion was cured at last, and I enjoyed the blessing of health. My son, who suffered severely from rheumatism has been relieved by Mother Seigel's Syrup as by nothing else he ever tried. In gratitude I give you full permission to publish my letter should you desire. (Signed) Mrs. Ann Barker, Field Lane, Birmingham, Wore, Hert. Oct. 7th 1898.

It was a fortunate circumstance for Mrs. Sarah Gell, of Melbourn, Bedfordshire, that one day she had a personal talk with Mr. Smith, the butcher at Rushden. He told the lady that in his opinion if she went on suffering from indigestion and asthma, she would be in danger of her life, because she neglected to use Mother Seigel's Syrup.

"And," said Mr. Smith, "I speak from knowledge. She had been ill with this abdominal ailment for many years, and had spent time and money in unavailing efforts to obtain relief."

Acting on Mr. Smith's advice, Mrs. Gell began using this remedy at once, and tells the outcome in a letter of which we have room for the conclusion only.

"I was better almost immediately, and was soon as well and healthy as one could wish to be. Now I keep 'Mother Seigel' in the house and it never fails to help us when needed for any passing complaint. (Signed) Sarah Gell, the 24th 1898."

Judging from the force of his comment on the disease, I should say Mr. Trollope knew something about indigestion from experience. Most literary people do. To them, and to all other victims, I confidently commend the best remedy yet found—Mother Seigel's Syrup.—J. L.

Entertainment.

LAST WEEK.

SIMONDS' GRAND MUSEUM.

And

WAX WORK EXHIBITION.

GRAND CHANGES OF SCENERIES.

REDUCTION OF PRICES.

PRICE OF ADMISSION, 30 cents.

SOLDIERS AND SAILORS IN UNIFORM.

CHILDREN UNDER 12 YEARS.

20 cents.

PROFESSOR A. W. SIMONDS.

Proprietor.

Hongkong, 18th April, 1899. [530a]

To be Let.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, lately the Imperial Bank of China.

Apply to

Comptroller Office, E. C. HOCHAPPEL.

Hongkong, 23rd March, 1899. [538a]

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY now occupied by the

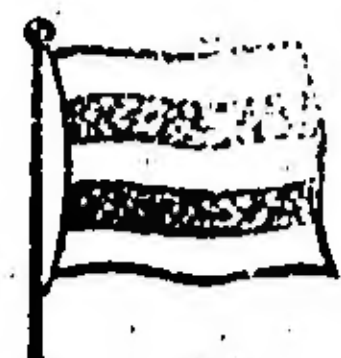
Bowring Saw Mills.

FLOORING IN STANTON and ELGIN

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	To-morrow, 20th April, at 1 P.M.
KASUGA MARU	NAGASAKI, KOBE, YOKOHAMA, HAWAII, HONOLULU, SAN FRANCISCO, LONDON & ANTWERP	Thursday, 24th April, at Noon
YAWATA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, ADELPHI, LONDON & ANTWERP	Friday, 25th April, at 1 P.M.
KINSHU MARU	SEATTLE, WASH., U.S.A., ALASKA, KOREA, YOKOHAMA, HONOLULU, SAN FRANCISCO, LONDON & ANTWERP	Friday, 25th April, at 4 P.M.
TAMBA MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	Thursday, 24th May, at 1 P.M.

For further information as to Freight, Passage, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

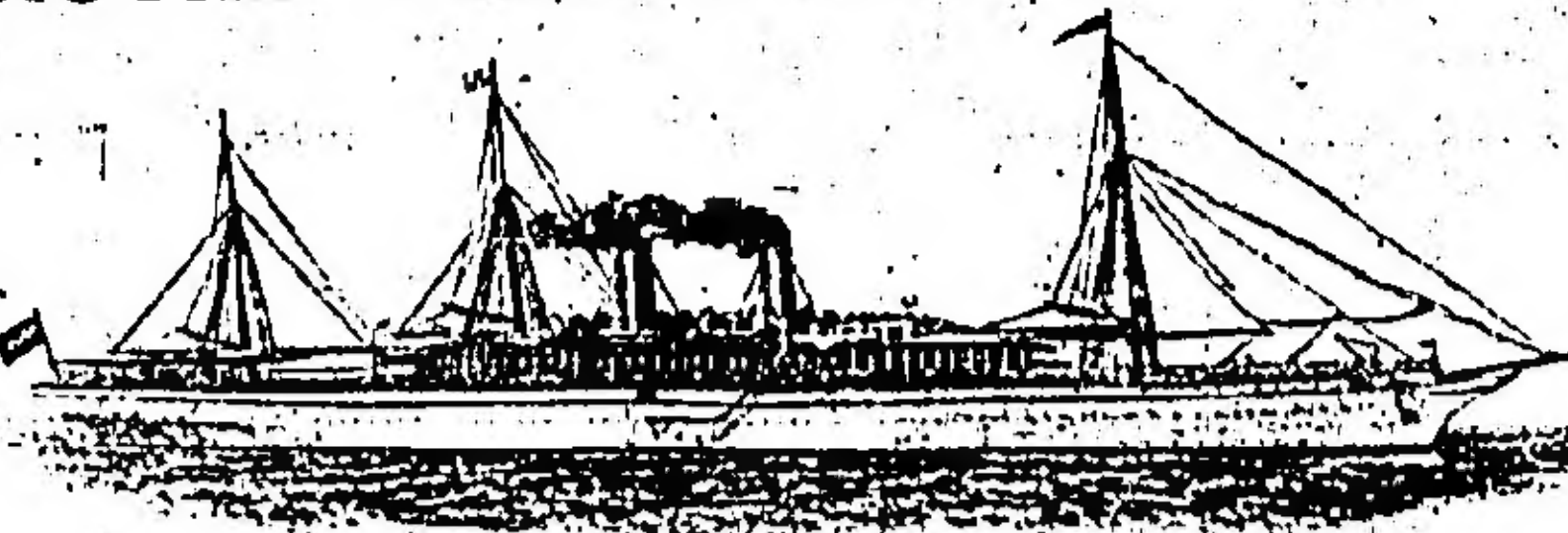
A. S. MIKARA, Manager.

Hongkong, 19th April, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.
EMPEROR OF JAPAN...Comdr. Geo. A. Leck, R.N.R...WEDNESDAY, 17th May, 1899.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.

THE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIOUS DE LUXE TRANS-CONTINENTAL TRAINS, the Company having received the highest award for some recent Chicago World's Exhibition, and the beauty of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street, 13.

Hongkong, 5th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, HONOLULU AND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU...via Shanghai, Na...Tuesday, 23rd April, at Noon.

YAMATO MARU...via Shanghai, Na...Saturday, 26th May, at Noon.

AMERICA MARU...via Shanghai, Na...Thursday, 13th June, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, Germany, and all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago, to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting lines.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN DUREN, Agent, Hongkong, 11th March, 1899. [130]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—Mitsui Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatani Cotton Spinning Mill, Japan, The Mitsui Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory, Japan.

Hongkong, 10th December, 1898. [45]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "HALLARAT" Captain G. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 29th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1899. [15]

FOR SAN FRANCISCO.

THE 100 At British Bank.

"QUEEN MARGARET" Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN TOMES & CO., Hongkong, 16th March, 1899. [130]

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
HABELSBURG	HAVRE and HAMBURG	21st April	Freight and Passage.
SERBIA	(LONDON with transshipment in HAMBURG)	25th April	Freight and Passage.
Ostermann	(LONDON with transshipment in HAMBURG)	25th April	Freight and Passage.
SAVOIA	HAVRE and HAMBURG	About 2nd May	Freight and Passage.
Heidelburg	(LONDON with transshipment in HAMBURG)	About 25th May	Freight and Passage.
Schneider	(LONDON with transshipment in HAMBURG)	About 25th May	Freight and Passage.
*KONIGSBERG	HAVRE and HAMBURG	About 30th May	Freight and Passage.
Christiansen	(LONDON with transshipment in HAMBURG)	May	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess. Calling at NAPLES for Passengers only, if sufficient inducement offers. For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

—981—

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATTACHED TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The United States, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire...2,899...April 21

Gallic City...3,002...May 5

Belgian King...3,379...June 20

THE Steamship "CARMARTHENSIRE" will be despatched for SAN FRANCISCO and SAN DIEGO VIA KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTLERFIELD & SWIRE, Agents, Hongkong, China and Japan. [1339]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai) Tuesday, 2nd May, at Noon.

Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul Thursday, 22nd June, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) Saturday, 27th May, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulul) Thursday, 22nd June, at Noon.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN DUREN, Agent, Hongkong, 15th April, 1899. [12]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

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OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

Daria (via Shanghai) Thursday, 11th May, at Noon.

Land Sea, Yokohama and Honolulul Thursday, 11th May, at Noon.

Coptic (via Shanghai) Tuesday, 6th June, at Noon.

Land Sea, Yokohama and Honolulul Saturday, 1st July, at Noon.

Land Sea, Yokohama and Honolulul Saturday, 1st July, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 11th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan for the second time within one year will be allowed a discount of 10 per cent. This discount does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN DUREN, Agent, Hongkong, 15th April, 1899. [12]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

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